## TAC Meeting
### September 14, 2017

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AGENDA

1. Welcome and Introductions
2. Approval of minutes from May 11 TAC
3. Updates & action items from July Executive Board Meeting
4. Letter of Support: USBR
5. Letter of Input: Washington Transportation Plan
6. Progress Report to WSDOT for State Fiscal Year 2017
7. Federal Funding Updates/Discussion
8. New Items / Roundtable conversation (All)

Materials:
1. Draft Letter of Support: USBR
2. Letter of Input: Washington Transportation Plan

Acronym Key:
- WSDOT: Washington State Department of Transportation
- IRTPO: Island Regional Transportation Planning Organization
- TAC: Technical Advisory Committee
- USBR: United States Bicycle Route

Please contact Brian Wood at (360) 678-7959 if there are any other items that you would like to have added to the agenda.

Next meeting: Thursday, October 12, 2017
August 31, 2017

Barb Chamberlain, Director
WSDOT, Active Transportation Division
402 2nd Avenue South
Seattle, WA 98104

RE: Support for establishment of a United States Bicycle Route through Whidbey Island

Dear Ms. Chamberlain,

I would like to comment on the strong support we have seen from the Island Regional Transportation Planning Organization (IRTP0) for Whidbey Island routing of the United States Bicycle Route (USBR) system. I understand that there is a tight timeline for submitting a new USBR proposal to the American Association of State Highway Transportation Officials and I hope that my comments will help with that effort.

John Pope presented the USBR concept to the IRTPO Technical Advisory Committee (TAC) in June 2016. TAC members were in favor of the concept and proposed potential routes at that time. More recently, both the County and IRTPO have looked at roadway usage data by cyclists. Additionally, draft route options through Whidbey Island were reviewed by the TAC and Whidbey Island Bicycle Club members. It appears we are very close to recommending specific routing details to the IRTPO Executive Board.

Both the TAC and Executive Board members have been very receptive to roadway improvements that accommodate cyclists. Island County has an active shoulder widening program and the needs of cyclists are considered in County roadway improvement projects. Island County has two, existing, signed bicycle routes and three planned bicycle route projects have also been funded. So, it is likely that an additional signed bicycle route, especially a national one, would be well received.

IRTP0 staff reviewed a recent Skagit Council of Governments (SCOG) resolution supporting the nomination of three USBR routes in Skagit County. The IRTPO’s current practice is to demonstrate backing for regional project efforts through a letter of support. I am confident that a letter, following the statements made in the SCOG resolution, can be adopted at the next meeting of the IRTPO Executive Board on September 27th.

Sincerely,

[Signature]

William E. Oakes, Executive Director, IRTPO
September 27, 2017

Barb Chamberlain, Director
WSDOT, Active Transportation Division
402 2nd Avenue South
Seattle, WA 98104

RE: Support for nomination of United States Bicycle Routes 87, 95 & 97, including system routing through Whidbey Island

Dear Ms. Chamberlain:

We, the members of the Island County Regional Transportation Planning Organization (IRTPO), strongly support expansion of the United States Bicycle Route (USBR) system in Washington State, and especially for the proposed routing of USBR 97 through Whidbey Island.

Members of the IRTPO consider bicycle and pedestrian transportation to be important to our region and its visitors and recognize that both recreational and transportation focused cycling foster valuable economic and community development opportunities. With interest in bicycle travel increasing, we see the nomination and designation of cross-state, interstate, and international bicycle routes as being important for Island Region, the State of Washington and the United States.

The three proposed North-South USBR Routes: 87, 95, and 97, would intersect USBR 10, the existing northern cross-state route in the USBR system. This intersection creates a robust bicycle network linking NW Washington to our neighboring states, including Alaska.

We recognize that USBR 87, 95, and 97 are generally defined, for the purpose of designation, through the American Association of State Highway Transportation Officials. We also understand that consultation will continue with owner jurisdictions prior to detailed alignment and delineation, and that ongoing amendments to the routes may be expected over time. And further, we are aware that the route nomination process will involve representatives of WSDOT, Washington Bikes, and Cascade Bicycle Club.

Island Region has been involved with USBR route discussions for over a year now. Our support for system routing of USBR 97 through our region was informed by input from the following:

- Key engineering and planning staff from Island County, Oak Harbor, Coupeville, and Langley
- Members of the Whidbey Island and Skagit Bicycle Clubs
- Members of the IRTPO Technical Advisory Committee, which includes members of the public
All stakeholders consulted were in favor of nominating a USBR route through Island Region and we received valuable input regarding specific routing opportunities. Therefore, we are confident that nominating and establishing the northern USBR routes, and the proposed route 97 through Whidbey Island is the right choice for Island Region.

Sincerely,

Helen Price Johnson, Chair

Island Regional Transportation Planning Organization
September 27, 2017

Mr. Roger Millar  
Secretary of Transportation  
Washington State Department of Transportation  
310 Maple Park Avenue SE  
P.O. Box 47300  
Olympia, WA 98504-7300

RE: Island RTPO Priorities for Washington Transportation Plan

Dear Mr. Secretary:

We, the members of the Island County Regional Transportation Planning Organization, would like to provide input to the current Washington Transportation Plan development effort:

- **Park & Rides**—We hope to see more support for park and rides, including a policy direction and consideration for funding mechanisms

- **Innovative Multi-Modal Strategies**—Island County is constrained by our limited points of entry; two ferry terminals and two bridges. 47% of our workforce commutes outside the county and recreational demand for our scenic islands combines to reduce travel time predictability.
  - The region needs mechanisms to deal with bridge congestion.
  - Incentives for reducing single occupancy vehicle travel are needed: including long-term parking, overhead ferry boarding, pricing, and efficient intermodal connections to future light rail corridors.

- **Non-Motorized & Agricultural Vehicle Access on State Routes**—State Routes are primary corridors for all travelers in Island County.
  - Support for last mile mode connectivity is critical for rural counties to make transit options attractive.
  - Often the best option for pedestrians and bicyclists involves travel along or across state routes. Missing, narrow, or unswept highway shoulders are a significant concern for non-motorized travelers.
  - Both operators of agricultural equipment and non-motorized travelers must be able to cross the state routes safely. Having policy language that addresses state route crossings for rural communities is critical for our region.

It is our hope that the Washington Transportation Plan can accommodate regional needs and priorities. If specific accommodations cannot be addressed in the state plan, we recommend a flexible framework that defers to regional plans whenever possible.

Thank you for your consideration,

Helen Price Johnson, Chair  
Island Regional Transportation Planning Organization
Interim Unified Planning Work Program-Period End Report

Island Regional Transportation Planning Organization (IRTP0)
Whidbey & Camano Islands
SFY 2017
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* Purple font indicates report items added to adopted UPWP
INTERIM REPORT: JANUARY 1, 2017 – JUNE 30, 2017

Summary:
The Island Regional Transportation Planning Organization (IRTPO) has prepared this progress report to review the work efforts and accomplishments for the 6-month period from January 1, 2017 through June 30, 2017 as outlined in the organization’s Interim Unified Planning Work Program (UPWP).

Island RTPO is an association between WSDOT, Island County, Island Transit, three regional cities, two port districts and Naval Air Station Whidbey Island. Members of the IRTPO work collaboratively to address multi-modal transportation issues within and across Island Region. Island County serves as the lead agency for Island RTPO, providing staff and local funding support to the organization. Planning support for Island RTPO is also provided by member agencies and jurisdictions.

It is worth noting here some of the IRTPO’s accomplishments that extend outside the period covered by this Interim UPWP. During SFY 2017 the IRTPO constructed an Interlocal Agreement and completed a Designation Packet to officially establish the organization. During that time, the organization put together an interim Human Services Transportation Advisory Committee to enable potential project sponsors to participate in the state’s Consolidated Grant Program. In addition, IRTPO members were able to evaluate and award Surface Transportation Block Grant and Transportation Alternatives Grant funding to a variety of regional projects. The organization met regularly and worked extremely hard to realize shared member goals and also to participate in extra-regional and statewide planning efforts.

Report information has been color coded in purple and inserted into corresponding sections of the approved Interim SFY 2017 UPWP. Page number references have been adjusted in the table of contents.
Introduction

Organization Overview
The Island Regional Transportation Planning Organization (IRTPO) is a new association between WSDOT, municipal corporations, and interested major employers in Island County, Washington. The organization’s region coincides with the boundaries of Island County. The mission of the IRTPO is to work collaboratively to address multi-modal transportation issues within and across Island Region.

This Unified Planning Work Program (UPWP) is adopted annually in association with WSDOT and serves as the IRTPO’s budget and work program.

UPWP Overview
The UPWP documents the transportation planning work activities to be accomplished for the state fiscal year. The work activities are organized into the following elements:

1. Administration
2. Multi-Modal Planning
3. Regional Transportation Improvement Program (RTIP) Development
Requirements

RCW Section 47.80.023 details the required duties of an RTPO, which are summarized below for reference:

- To prepare and periodically update a transportation strategy for the Region.

- To prepare a regional transportation plan that is consistent with countywide policies, comprehensive plans in the Region, and with state transportation plans.

- To certify transportation elements of comprehensive plans that is adopted within the Region.

- To certify that countywide planning policies and the regional transportation plan are consistent.

- To develop a six-year regional transportation improvement program.

- To advance special needs coordinated transportation through specific opportunities and projects included in the coordinated transit-human services plan.

- To review level of service methodologies used by cities and counties planning under GMA.

- To work with cities, counties, transit agencies, WSDOT, and others to develop level of service standards or alternative performance measures.

- To submit every four years an updated – Coordinated Human Transportation Services Plan (HSTP) to the Agency Council on Coordinated Transportation.

- To submit a prioritized human service and rural transit project list every two years.
Funding

IRTPO administration and planning funds come from the following sources:

RTPO Grant Funds
The State of Washington allocates funds to all RTPOs in order to perform required planning activities. These funds do not have a local match requirement.

Island County Funds
The 13.5% match, required to use STBG funding, is paid by Island County out of the Roads Division funds.

Surface Transportation Block Grant (STBG) Funds
The STBG provides flexible funding that may be used by states and localities for projects to preserve and improve the transportation system consistent with regional priorities. Funds are allocated to Island County for regional project prioritization and selection. STBG funds can be used for up to 86.5% of a project with a required match of 13.5%.

For a cost estimate by work task, refer to Table 1 Expenditures by Task, near the end of this document. Table 2, Funding Sources details the three sources indicated above.
PROGRAM YEAR 2017- WORK SCOPE

The following work program identifies major work projects, implementation processes, and responsibilities to be undertaken for the remaining months of State Fiscal Year (SFY) 2017 by the Island Regional Transportation Planning Organization.

The member jurisdictions and participating employers of the Island Regional Transportation Planning Organization (IRTPO) have developed this work program in an open and collaborative process for the partial SFY 2017 (with work starting mid SFY, in January). A central element of this work program will be the development of the regional planning organization’s goals and strategies while also addressing State and Federal planning initiatives.

ELEMENT 1 (E1): ADMINISTRATION

Purpose and Objectives
Program Administration consists of the tasks to be completed by the lead agency for administrative support and management functions associated with regional transportation planning program and fulfillment of state requirements. Island County Public Works provides management and staff support for the regional transportation planning process.

Funding Source: State RTPO Funds, Federal Surface Transportation Block Grant (STBG) Funds, Local Match
Funding Amount: $30,304
Work Performed By: Lead Agency
Timeline: On-going

Administration Report Comments
Implementation of the Island RTPO work program involves management of communications, records, scheduling, and outreach. A primary administrative duty is coordination and preparation for committee meetings.

The Island RTPO has been successful in fostering regional cooperation, and collaborative policy making. The organization’s members have been active participants, bringing unique jurisdictional perspectives and also demonstrating a willingness to work for the regional benefit. As a newly formed organization, a significant portion of the organization’s work efforts have focused on the development of several defining documents and policies.
E1 WORK ACTIVITIES

1.1 Develop this Interim UPWP for the partial SFY 2017. This document will outline the proposed work program between the calendar dates December 1st 2016 and June 30th 2017.

**Accounting:** Expenditures for this task were under budgeted. This was the first UPWP for the IRTPO and so required more effort and substantial coordination with staff from the Tribal and Regional Coordination Office and from the Northwest Region than initially anticipated.

**Accomplishments:** Staff Developed an Interim UPWP for the partial SFY 2017. The document outlined a work program between the calendar dates December 1st 2016 and June 30th 2017.

1.2 Prepare an annual report to summarize SFY 2017 Unified Planning Work Program (UPWP) progress. Submit the final report to WSDOT by August 2017.

**Accounting:** Expenditures for this task were on budget.

**Accomplishments:** Worked with budget staff to record and evaluate RTPO expenditures, complete a detailed invoice report, and develop this final report.

1.3 Develop a draft and final UPWP for the SFY 2018.

**Accounting:** Expenditures for this task were under budgeted. WSDOT’s UPWP review team recommended revisions to the initial document that added additional time to the process.

**Accomplishments:** Staff Developed a UPWP for SFY 2018.

1.4 Provide administrative support to the IRTPO Executive Board (EB), Technical Advisory Committee (TAC), and Human Services Transportation Plan (HSTP) Committee. This includes such items as; communicating with board and committee members, producing meeting agendas and materials, coordinating and scheduling meetings, facilitating meeting discussions, producing meeting summaries, and posting meeting related items.
Accounting: Expenditures for this task were under budgeted due to the organization’s lack of experience with RTPO work products, which required more development of presentation materials to facilitate decision making.

Accomplishments: Staff provided administrative support to the Executive Board (EB) and held 5 EB meetings. Staff also provided administrative support for 3 meetings of the Technical Advisory Committee (TAC). Support for both meetings included communicating with board and committee members, producing meeting agendas and materials, coordinating and scheduling meetings, facilitating meeting discussions, producing meeting summaries, and posting meeting related items to the IRTPO website.

1.5 Develop and implement a public outreach strategy aligned to administrative and planning activities.

Accounting: Expenditures for this task were on budget.

Accomplishments: IRTPO staff served as the primary point of contact for stakeholders and general public interest in the newly formed organization as well as for regional concerns. Staff advertised and aided in the selection process for a public representative position on the Technical Advisory Committee. Meeting agendas, materials, and newly developed documents were posted to the organization’s webpages.

1.6 Respond to inquiries and requests for information.

Accounting: Expenditures for this task were over budgeted. No substantial legislative coordination effort was needed during the period covered under this Interim UPWP. However, it is notable that IRTPO staff performed a significant amount of work to help regional legislators understand ferry impacts and prioritize regional transportation needs and gaps during the first quarters of SFY 2017.

1.7 Update Bylaws as needed to ensure IRTPO process and procedures align with RCW 47.80.023 requirements. Develop a code of ethics that aligns with requirements for the WSDOT RTPO agreement.

Accounting: Expenditures for this task were under budgeted due to an unforeseen need to develop an ethical conduct policy and policy surrounding IRTPO managed grant funding.
Accomplishments: IRTPO staff researched ethical conduct policies and worked with the TAC to develop a policy that worked for Island Region. The effort also required the organization to revisit and update the Bylaws. Additionally, policy work was undertaken to better define how the IRTPO implements its regional grant funding programs.

1.8 Update and maintain IRTPO web pages.

Accounting: Expenditures for this task were under budgeted due to a need for extensive web page reorganization and coordination with Island County information technology staff.

Accomplishments: As part of the effort to increase public awareness of, and encourage participation in the IRTPO, significant changes were made to the organization’s existing web pages. Staff developed a banner to differentiate IRTPO webpages from Island County specific pages. Webpage navigation was clarified and improved. The agendas/meetings page was updated and streamlined and the documents page was organized and updated with the new documents being developed. A new Project Development page was defined that helps the public and stakeholders to be aware of regional projects, proposed Regional Transportation Improvement Program amendments, policies, projects being discussed, and projects that have been recently awarded funding.

1.9 Update federal funding applications used under the former Skagit Island RTPO and Island Transportation Planning Organization.

Accounting: Expenditures for this task were over budgeted. No progress was made on this goal, due to competing policy development priorities.

1.10 Develop and maintain federal funding and regional project tracking system.

Accounting: Expenditures for this task were on budget.

Accomplishments: IRTPO staff are engaged in an ongoing process to develop a streamlined tracking system for federal funding. Historical spreadsheet records were better organized and inspected for consistency with current records. Outreach was made to WSDOT and Skagit Council of Governments staff to look at better systems for
tracking grant funding and staff worked to ensure that Obligation Authority goals were met. The efforts to improve project tracking were critical for helping regional project sponsors meet obligation targets. In general, however, the system remains overly complex, wastes staff resources, and is heavily dependent on institutional knowledge rather than streamlined procedure. This appears to be an area where WSDOT could work with local agencies to develop a universal and much more streamlined database system that could be implemented statewide.

1.11 Ensure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities.

**Accounting:** Expenditures for this task were close to budgeted amounts.

**Accomplishments:** IRTPO staff reviewed Title VI Language and conferred with senior Island County project management staff to ensure that two regional project planning Requests for Proposals were aligned with federal statutes.
E1 WORK PRODUCTS

a. Unified Planning Work Program  
b. UPWP Annual Progress Report  
c. Public meeting agendas, supporting materials, meeting summaries  
d. Updated federal funding applications  
e. Updated federal funds tracking system
ELEMENT 2 (E2): MULTIMODAL PLANNING

Purpose and Objectives
Island RTPO plays an important role in meeting federal and state planning requirements to implement and coordinate the region’s transportation planning activities. As the lead agency, Island County has directed their Public Works Department to provide management and staff support for the regional transportation planning process. The regional transportation planning process continues to evolve and strives to improve upon itself to ensure coordination of planning and implementation by all transportation interests. Transportation planning by nature is a long-term process.

Funding Source: State RTPO Funds, Federal STBG Funds, Local Match
Funding Amount: $17,908
Work Performed By: Lead Agency
Timeline: On-going

Multi-Modal Planning Report Comments
In addition to ongoing planning work with outside regions and the state, Island RTPO has several key planning documents to develop over the next two calendar years, including a Regional Transportation Plan and a Human Services Transportation Plan.

E2 WORK ACTIVITIES

2.1 Certify that the transportation element of city/county comprehensive plans and countywide planning policies meet RCW 36.70A.

Accounting: Expenditures for this task were below budgeted amount. The task was partly premature given that the IRTPO does not have a Regional Transportation Plan that local comprehensive plans can be aligned to.

Accomplishments: Background work for the future review process was initiated in that the Transportation element goals and policies for Island County and Oak Harbor were reviewed. Additionally, draft Transportation Element goals and policies for Langley were examined.
2.2 Regional Transportation goals and objectives\(^1\).

**Accounting:** Expenditures for this task were above budgeted amount due to reassignment of funding from task 2.4. Task 2.2 is actually a subset of 2.4.

**Accomplishments:** Developed the Island Regionally Significant Transportation System (IRSTS) to define important transportation facilities and programs in the region. The IRTPO Executive Board approved the IRSTS on April 26, 2017.

2.3 Regional Transportation Strategy\(^2\).

**Accounting:** Expenditures for this task were above budgeted amount due to reassignment of funding from task 2.4. Task 2.3 is actually a subset of 2.4.

**Accomplishments:** Initiated development of a regional strategy through TAC examination of recently approved regional strategies and efforts to align local jurisdiction goals. Vetted and draft goal statements from Island County, Oak Harbor, Langley and Island Transit were systematically examined for alignment opportunities. Staff developed a set of working regional goals and established a goals focus group that met to discuss and refine the draft regional goals.

2.4 Develop a Regional Transportation Plan (RTP)\(^3\). This effort may include developing a scope of work for consultant services.

**Accounting:** Expenditures for this task were below budgeted amount primarily due to assignment of funds to task items 2.2 and 2.3 as well as increased budget assignment to administrative duties.

**Accomplishments:** Obligated funding and advertised a request for qualifications for a planning project to develop a Regional Transportation Plan.

\(^1\) WAC 468-86-090  
\(^2\) WAC 468-86-100  
\(^3\) RCW 47.80.030
2.5 Develop an Island Region HSTP. This effort may include developing a scope of work for consultant services.

**Accounting:** Expenditures for this task were below budgeted amount due to postponement of HSTP advisory committee development meetings while awaiting anticipated Consolidated Grant funding, as well as increased budget assignment to administrative duties.

**Accomplishments:** Advertised a request for qualifications for a Special Needs Transportation planning project that will inform the development of a Human Services Transportation Plan.

2.6 Participate in the development and implementation of statewide transportation planning efforts, where appropriate, including:

- a. Washington Transportation Plan 2040
- b. Highway System Plan
- c. Target Zero
- d. Fixing America’s Surface Transportation (FAST) Act target setting collaboration
- e. Aviation Systems Plan
- f. Corridor Sketch Initiative
- g. Statewide Travel Demand Model
- h. Practical Solutions
- i. Growth Management Act enhanced collaboration
- j. Ferry System Plan
- k. Public Transportation Plan
- l. Scenic Isleway Plan

**Accounting:** Expenditures for this task were close to budgeted amount.

**Accomplishments:** Supported and participated in statewide planning processes, including: helping WSDOT’s Northwest Region develop the Mobility Profiles for the Corridor Sketch Initiative, developing materials and meeting with the new Director of Active Transportation regarding regional non-motorized gaps and opportunities, coordinating with Washington State Ferries and WSDOT to discuss state-level long range planning efforts, participating in quarterly RTPO/WSDOT Coordinating Committee meetings and the Transportation Improvement Plan Managers User Group. In addition to coordination efforts with the state, the IRTPO participated in multi-regional transportation planning...
coordination through the Farm House Gang, which included developing a presentation for a Ferry Focus meeting.
E2 WORK PRODUCTS

a. Certified regional planning documents
b. Elements of the Regional Transportation Plan
c. Elements of the Human Services Transportation Plan
ELEMENT 3 (E3): REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT

Purpose and Objectives
Island RTPO must carry out a regional transportation program that complies with all state guidance and planning area of emphasis. Some of these requirements are ongoing while others are annual efforts. Transportation planning efforts are to maintain and operate a regional transportation planning process that supports effective, respectful and cooperative regional transportation decision-making. Planning efforts encompass long-range comprehensive objectives of local jurisdictions, port districts, transit agencies, and tribes.

Funding Source; State Planning Funds
Funding Amount: $3,519
Work Performed By: Lead Agency with RTPO members
Timeline: On-going - annual process with monthly amendments

Regional Transportation Improvement Program Development
As a new organization, Island RTPO has been working to better define our regional grant management process, facilitate Regional Transportation Improvement Program (RTIP) amendments, and help our local project sponsors to navigate the project obligation process.

E3 WORK ACTIVITIES

3.1 Compile and develop a six-year Regional Transportation Improvement Program (RTIP) per WAC 468-86-160:
   a. Based on programs and projects identified by local jurisdictions, transit agencies, and WSDOT.
   b. Only includes projects consistent with regional transportation plan
   c. Outlines financial sources and assumptions
      i. Maintain a financially feasible four-year transportation improvement program

Accounting: Expenditures for this task were below budgeted amount due to increased budget assignment to administrative duties.

Accomplishments: Developed RTIP policies to guide project sponsors and define how the IRTPO manages grant funding for programs that the organization administers.
3.2 Update Statewide Transportation Improvement Program (STIP) with new and amended projects.

**Accounting:** Expenditures for this task were below budgeted amount due to fewer than anticipated STIP amendments initiated by WSDOT and increased budget assignment to administrative duties.

**Accomplishments:** Reviewed and updated RTIP documentation. Worked with WSDOT and local agencies to process amendments, update the STIP and maintain a financially feasible four-year transportation improvement program.
E3 WORK PRODUCTS

a. 6-Year RTIP (4-year constrained)
b. STIP additions and amendments processed
Financial Summary: Expenditures by Task & Funding Sources

### Table 1. Expenditures by Task

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<th>SFY 2017 Unified Planning Work Program Proposed Budget</th>
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**Administration Total:** $1,955 | $1,691 | $264 | $28,593 | $0 | $1,691 | $28,593 | $264 | $30,304

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<td>$846</td>
<td>$132</td>
<td>$16,930</td>
<td>$0</td>
<td>$846</td>
<td>$16,930</td>
<td>$132</td>
<td>$17,908</td>
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**Multimodal Planning Total:** $978 | $846 | $132 | $16,930 | $0 | $846 | $16,930 | $132 | $17,908

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### Table 2. Funding Sources

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<th>Element 1: Admin</th>
<th>Element 2: Multimodal Planning</th>
<th>Element 3: TIP</th>
<th>Total Expenditures</th>
<th>Revenue</th>
<th>Carry Forward from 2016</th>
<th>Carry Forward to 2018</th>
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<th>Element 1: Admin</th>
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<td>$16,930</td>
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Table 1 (REPORT). Proposed and Actual Expenditures by Task

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Appendix: Organization Membership

EXECUTIVE BOARD

Voting Members
Island County, represented by the three county commissioners
City of Oak Harbor, represented by the mayor
Town of Coupeville, represented by the mayor
City of Langley, represented by the mayor
Port of Coupeville, represented by one port commissioner
Port of South Whidbey, represented by one port commissioner
Island Transit Public Transit Benefit Area (PBTA), represented by PBTA Board member
WSDOT, represented by the NW Region

Non-Voting Members
NAS Whidbey, represented by the community planning liaison

TECHNICAL ADVISORY COMMITTEE

All positions listed are considered voting members
Island County Assistant County Engineer or his / her designee
Island County Planning Director or his / her designee
Oak Harbor City Engineer or his / her designee
Oak Harbor City Planner or his / her designee
City of Langley Public Works Director or his / her designee
Town of Coupeville Engineer or his / her designee
Island Transit Executive Director or his / her designee
Island County Economic Development Council Executive Director or his / her designee
WSDOT Mt. Baker Area Transportation Planning Manager or his / her designee
Island County Commissioner District 1 Citizen
Island County Commissioner District 2 Citizen
Island County Commissioner District 3 Citizen